

NAVY DEPARTMENT
BUREAU OF NAVIGATION

WASHINGTON, D. C.

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BUREAU OF NAVIGATION NEWS BULLETIN No. 34

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THE BUREAU REQUESTS THAT THIS BULLETIN BE GIVEN FREE CIRCULATION AMONG OFFICERS AND THAT ITEMS OF INTEREST BE PUBLISHED TO THE ENLISTED PERSONNEL. THIS BULLETIN IS NOT CONFIDENTIAL AND MAY BE DESTROYED AT THE DISCRETION OF THE COMMANDING OFFICER. CONSTRUCTIVE SUGGESTIONS FOR IMPROVEMENT WILL BE APPRECIATED.

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ENLISTED PERSONNEL

1. SERVICE TRADE SCHOOLS. A survey of the trade school situation has recently been made and the result promulgated to the Commanders - in-Chief, U.S. Fleet and Battle Fleet, and the Commander, Scouting Fleet, for their information. As the subject is of general interest to the service, the major changes of policy will be briefly outlined:

YEOMAN SCHOOLS. Upon graduation of the classes now under instruction, the yeoman schools at Hampton Roads and San Diego will be closed. The Fleet will be able to make good expected losses in the yeoman branch.

MUSICIANS SCHOOL. The situation in this branch is improving each month, in view of which only men enlisted in musician ratings will be permitted to enter the musician schools, except non-rated men for the bugler classes.

MACHINIST'S MATES SCHOOL (HAMPTON ROADS). Classes will start at 3 weeks intervals. The length of the course is 38 weeks. In view of the large shortage of Machinist's Mates and Motor Machinist's Mates, recommendation has been requested from the Battle and Scouting Fleets as to the number of men that can be sent for each class.

COPPERSMITH'S SCHOOL (HAMPTON ROADS). Classes will start monthly. Length of course 26 weeks. A portion of the allowance for this school will be assigned to the fleets.

HOSPITAL CORPS TRAINING SCHOOLS. At present the schools at Portsmouth, Va., and Mare Island are being utilized for the training of hospital apprentices on first enlistment. It is expected that the course of training for Pharmacist's Mates may soon be reestablished; and the fleet will be kept informed.

TORPEDOMEN'S SCHOOL (NEWPORT). The Torpedomen's School at Newport will be maintained with an allowance of 100 men under instruction. Classes will start monthly, and the length of course is 28 weeks. It is expected that an additional Torpedomen's School will be established at San Diego, in which event the allowance of students will be equally divided between the two schools. In view of the present shortage of torpedomen, it is contemplated that entrance will be restricted to non-rated men; and recommendation has been requested from the Battle and Scouting Fleets as to the number of non-rated men that could be sent monthly for each entrance class. In view of the excess facilities at these schools it is contemplated that rated torpedomen may be sent for special courses in numbers approved by the Bureau, provided instructors and additional overhead be also sent from the fleets. Such additional students and instructors would be carried as vacancies in commands afloat.

RADIO SCHOOLS (HAMPTON ROADS, SAN DIEGO AND GREAT LAKES). Length of course 14 weeks. Classes start weekly. A certain portion of the allowance of students will be allocated to men from the two fleets, and recommendations have been requested as to the number of men that can be sent for each class. At the present rate the radiomen requirements will be filled within a short period. The proper distribution by pay grades, however, will not have been adjusted, and readjustment within the radiomen ratings will be left to the fleet and shore communication stations. It is desired to reopen the radio material schools, one on each coast, for a limited number of rated radiomen from the fleet. The men in these schools will be carried as vacancies in the commands from which sent.

ELECTRICIAN'S MATES SCHOOL (HAMPTON ROADS). Length of course 24 weeks. Classes start monthly. It is expected that an additional electrical school will be established on the West Coast, in which event the allowance of students will be divided equally between the two schools. A portion of the students allowance will be allocated to the two fleets and recommendations have been requested from both commands. About 40% of those finishing the course will be given an additional 8 weeks course in gyro compass work.

IN GENERAL. The Bureau desires that a portion of the student allowance in trade schools be assigned to the fleets; and while recognizing that the fleet is training its own petty officer material to fill actual and prospective vacancies in complement, there may be certain excesses that can be sent to the trade schools.

In all cases of men sent to the trade schools, carried as vacancies in commands afloat, or not, the Bureau will undertake to have them returned upon completion of instruction to the flags of the fleet from which received, for redistribution by the Commander Battle Fleet or Commander Scouting Fleet.

2. During the week ending 11 October 1923 there were 1456 applicants for first enlistment and 512 first enlistments. Only 35% of applicants were accepted.

An applicant is one who is apparently qualified by reason of age, citizenship and general appearance. Vagrants, foreigners, the lame, blind, deaf, middle aged and one who is merely seeking information, are not considered applicants.

The low percentage of acceptances is yielding a high quality of recruits, as reported from Training Stations.

3. Vice Admiral McCully has submitted an important recommendation in regard to the Summer Practice Cruise of Midshipmen. It involves the removal of most of the crew and provides that Midshipmen will do all the work of care and preservation of the ship together with its operation, on the principle that the Midshipmen should be given greater responsibility. The recommendation also includes the transfer of the members of the crew whose services are dispensed with for the summer to trade schools. In this way it is hoped to return these men to the ships with a better professional training. This recommendation meets with the approval of the Bureau.

NAVAL RESERVE FORCE ACTIVITIES.

1. The U.S. Naval Reserve Officer's Association held a special convention in Washington, D.C., on October 22nd and 23rd for the purpose of considering the present draft of the Naval Reserve Reorganization Bill, known as H.R. 11066, Revised. Delegates were present at this Convention from the 1st, 3rd, 4th, 5th, 9th, 11th, 12th and 13th Naval Districts and from the District of Columbia. The Bill was gone over very carefully by the Convention and very few changes were recommended, practically none of major importance; it was generally recognized that this Bill as drawn is the most liberal to the officers and men of the Naval Reserve of any legislation that has ever been proposed and that if it is enacted into

~~law the~~ many obstacles against which the Naval Reserve Force is at present laboring will be removed. The Convention was addressed during a lunch at the Army and Navy Club by Colonel Theodore Roosevelt, the Assistant Secretary, who stressed the fact that under this Bill the Naval Reserve would become an integral part of the Navy; and by Admiral E.W. Eberle, Chief of Naval Operations, who echoed this sentiment and suggested that the name of the Reserve should be changed from the U.S. Naval Reserve to the U.S. Navy, Reserve, thus indicating by its name that it is a part of the Navy proper.

The general provisions of the Bill may be briefly summarized as follows:

It takes away no privileges now enjoyed by any classes of the Naval Reserve except it provided that instead of retainer pay there shall be pay for service. It establishes a Marine Corps Reserve absolutely on a parity with the Naval Reserve. It repeals all old laws which have been so difficult of interpretation. It establishes in the Naval Reserve the same grades, ranks and ratings as exist in the Regular Navy. Officers are commissioned at the pleasure of the President, as are officers of the Regular Navy.

Enlistments of men are established for the same period as enlistments in the Regular Navy. It provides that no officer or man shall be discharged except for full and sufficient cause. Officers and men are placed under the same laws in time of war or national emergency as are officers and men of the Regular Navy. It permits commissioned grades up to commodore. It authorizes the appointment of a certain number of Midshipmen to the Naval Academy from the Naval Reserve. It provides for promotion in time of war up to the grade of Lieutenant Commander with running mates of the line and by selection for ranks above that of Lieutenant Commander. It provides for pay for drills, training, and active duty based on the pay allowed the National Guard. It does away with confirmation in grade and provides that drill, training, or active duty pay shall begin upon appointment or enlistment. It provides for a liberal uniform gratuity. It provides what has never been attempted in any Reserve Bill before, to grant officers and men in the Naval Reserve who are injured in the line of duty while performing active duty or authorized training duty all the benefits prescribed by law for officers and men of the Regular Navy. It provides for an honorary retired list without pay upon reaching the age of 64. It provides that men enlisting in the Naval Reserve within four months after discharge from the Regular Navy lose none of the benefits of continuous service. It safeguards the interests of classes C and D, enlisted men of the Regular Navy, who have been transferred to the Fleet Naval Reserve. It provides for subsistence for week-end cruises. In addition to the Fleet Naval Reserve, it establishes a Merchant Marine Naval Reserve and a Volunteer Naval Reserve. It gives officers or employees of the United States the same leave of absence for training duty that is now granted to the National Guard. It provides for and encourages the continuance of the Naval Militia and makes the Naval Militia a part of the Naval Reserve Force.

In reply address not the signer of
this letter, but Bureau of Navigation,
Navy Department, Washington, D. C.
Refer to No.

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BUREAU OF NAVIGATION NEWS BULLETIN No. 35

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ENLISTED PERSONNEL.

1. Due to shortage of trained personnel afloat and consequent inability of ships to spare men for instruction in trade schools, the student body of those schools has consisted largely of recruits. Since men newly enlisted are held at training stations for eight weeks only, there is little opportunity to judge their ability for development to petty officer ratings. As a natural consequence, many of the candidates sent to trade schools have proved to be unfit mentally for advancement to higher ratings without a long period of training. Such men are immediately sent back to general service. The time lost in testing and trying out such men has been considerable and the percentage of failures has been large.

In order to avoid this loss and to assist Commanding Officers, the Bureau has recently inaugurated a new system of selection designed to eliminate the inapt or backward students and to indicate those whose previous schooling and training fit them for further development.

To accomplish this the Bureau has adopted a "General Intelligence" Test" which is designed to test a man's mental capacity and indicate his possibilities for future training. This test or similar ones has been used successfully by the Civil Service Commission and by many large Commercial Corporations. It consists of a series of questions selected to show what general information the man has absorbed and whether or not his mental growth has kept pace with the normal boy. About one hour is required for the test. Marks are given on a scale of 100 and men can then be graded according to their marks with a fair degree of accuracy. Those who obtain a mark below

25 are obviously men whose mental development holds no future promise. An occasional individual might be found in this group who has latent abilities not yet discovered, but such cases are so infrequent as to be negligible. It should be kept in mind that the test is not an "examination" in the usual sense to show how much a man knows on any particular subject. It simply indicates his mental capacity. From those who receive 25 (or higher) men can be selected by further "aptitude tests" for the particular trade they are best suited to follow. The aptitude tests issued by the Bureau are:

(a) Mechanical (b) Clerical (c) Radio

These tests also take about one hour. Men who grade well in the general intelligence test may elect one of the three tests above and the result should show whether or not they are fitted mentally for further training along those lines. A man might well take all three of them and the instructor could determine the trade for which he is best suited. All Training Stations have been furnished with the tests noted above and their systematic use has recently begun. Sufficient time has not yet elapsed to show the results obtained, but the Bureau is confident that the percentage of inapt students in trade schools will be reduced materially. The successful use of these tests outside the Service gives practical assurance that careful and conscientious use within the Service will produce parallel results. The Bureau is prepared to issue these tests in limited numbers to ships and station which desire them.

2. The number of men that reenlist at Recruiting Stations is about 40% of the total reenlistments, the other 60% reenlist on board ships. The men reenlisting at Recruiting Stations generally are sent to the nearest receiving ship for general detail and under these conditions 80% of them would be sent to the Atlantic Coast while only about 20% would be sent to the Pacific Coast. Until the Fleet sails South the Bureau is standing the extra expense of transferring men who reenlist in the Central, Southern and West Central Divisions, in addition to the Western Division, to send them to the Pacific Coast so that the Battle Fleet will receive one-half of the reenlistment at Recruiting Stations.

3. A Board has been convened by the Secretary of the Navy to consider ways and means of improving the transportation facilities to and from the Asiatic Station. Present facilities are inadequate and unsatisfactory.

4. The new Training Station, San Diego, California, which was commissioned at the beginning of the fiscal year has been operating since that time and training recruits for the naval service. The station has had many difficulties to contend with incident to the transfer of training activities from San Francisco to San Diego and incident to commissioning a new plant. That the results have been

been gratifying is evidenced by the following criticisms received from commanding officers in the Battle Fleet and Destroyer Squadrons respectively.

"1. It is considered that the drafts recently received from the Naval Training Station at San Diego were far superior to any drafts previously received from Training Stations.

"2. When received on board they were clean and cheerful and appeared to be very well trained, considering the short time they were under training."

"1. The Commanding Officer is pleased to state that the recent draft from the Naval Training Station, San Diego, California, appear to be above the average as regards cleanliness, general intelligence, and the condition of clothing. All men received were equipped with a full bag."

5. By way of illustrating the high quality of recruits that we are now receiving the following figures from one of the training stations are of considerable interest.

Of 363 applicants who were examined, 339 were found manifestly desirable; 21 not especially desirable; and only 1 relatively undesirable.

The average gain in weight at this Station during a period of two months was 7.5 pounds per man. This to indicate what can be done in the line of physical development of recruits.

6. The only transportation available for bringing men from the Fleet for discharge on the West Coast after the Fleet sails for winter maneuvers will be the CHAUMONT, which will arrive on the West Coast about the latter part of March. This will necessitate men in the Battle Fleet whose enlistments expire prior to the first of April and who are to be paid off on the West Coast being left ashore there when the Fleet sails.

The battleships of the Battle Fleet will visit Atlantic Coast ports during the second week in March and will be able to land men for discharge on the Atlantic Coast whose enlistments expire between March 15th and the time of completion of the maneuvers.

In order to get as many recruits as possible into the Fleet for the winter maneuvers and to make slightly more room in the Training Stations for handling recruits while the Fleets are South, men will be transferred to the Fleet from recruit training who have completed six weeks of training immediately before the Fleets sail for the maneuvers.

GENERAL

1. Recently a number of officers' resignations were accepted by the Department. The reaction, not entirely unexpected, was the withdrawal of a number of resignations which had been on file in the Bureau for sometime.

2. A review of the commissioned personnel situation as of November 1, 1923, shows the following percentage of allowance:

Line	81.6%	Chaplains	55.6%
Medical . . .	62.2%	Construction . .	81.0%
Dental . . .	81.4%	Civil	
Supply . . .	88.4%	Engineers. . . .	88.1%

Casualties have been running at the rate of 4.4% in the Line since July 1 and at the rate of 5.3% in the Staff Corps since that time.